

THE CHINA MAIL.

No. 9501.—JULY 22, 1893.



MAILS.

To-day's Advertisements.



GOVERNMENT NOTIFICATION.

No. 235.

INFORMATION has been Received from the MILITARY AUTHORITY that ARTILLERY PRACTICE from the Batteries will be placed at anchor between the hours of 8 a.m. and 5 p.m. EACH DAY.

24th and 25th July.—From Stones Cutters' Island in Western and South-Western directions.

26th and 27th July.—From Lytton in Eastern and South-Eastern directions.

28th and 29th July.—From Balclutha in North-Western directions.

All Ships, Junks and other Vessels are ordered to keep clear of the Range.

The Inhabitants of the Houses near Balclutha are warned to keep their glass windows open during the practice, and all people working in the vicinity of Balclutha's Battery are also warned to keep clear of that part which will be indicated by gunners placed on sentry for the purpose.

By Command.

G. T. M. O'BRIEN,
Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Hongkong, 20th July, 1893. 1275

NOTICE.

A SPECIAL SESSIONS of Her Majesty's JUSTICES OF THE PEACE will be held in the JUSTICES' ROOM, at the MAGISTRACY, at Eleven o'clock, in the forenoon of WEDNESDAY, the 26th day of August, 1893, for the purpose of considering an application from the ALEXANDER OLDFIELD, for a Publican's Licence to sell and retail Intoxicating Liquors in the Premises known as the first or platform floor of A. S. WATSON & CO.'s building on Rural Building Lot No. 80, at Victoria Gap, under the sign of 'THE BUFFET.'

FOR FREIGHT OR PASSAGE, apply to DOUGLAS LAPRAIK & CO., General Managers, Hongkong, July 22, 1893. 1268

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PORTFORD SAILINGS FROM HONGKONG, 1893.

(SUBJECT TO ALTERATION.)

Meru... Tuesday August 8.
Victoria... Tuesday August 29.
Tome... Thursday Sept. 28.
Mogu... Thursday Oct. 19.
Victoria... Thursday Nov. 9.
Tome... Tuesday Dec. 12.

THE Steamship MOGUL, Capt. GOLDING, sailing on NOON, on TUESDAY, the 8th August, will proceed to VICTORIA, B.O., and TACOMA, via SHANGHAI, INLAND SEA, KOBE, and YOKOHAMA.

Through Bill of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Complaints in regard to the quality of the Steamer Points should be in quinqueuplicate; and any copy must be sent forward by the steamer to the care of The General Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full in 5 p.m. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARILL & CO., Agents.

Hongkong, July 19, 1893. 1258

Occidental & Oriental Steamship Company.

PUBLIC AUCTION.

THE Undesignated has received instructions to Sell by Public Auction, on TUESDAY,

TUESDAY,

the 23rd day of July, 1893, at 2.30 p.m., at No. 1, Kowloon Point, 'The Grove,' the Residence of Mr. ROBERT LANG.

(Under Distress for Rent and Bill of Sale), THE WHOLE OF THE HOUSEHOLD FURNITURE, &c., comprising:—

TAPESTRY-COVERED DRAWING-ROOM SUITE, CHIMNEY GLASSSES, OIL PAINTING AND ORNAMENTS, MOROCCO-COVERED SOFA and CHAIRS, EXQUISITE DINING TABLE, SIDEBOARD WITH MIRROR BACK, DINNER WAGONS, VENETIAN CHAIRS, BRASS FENDER AND IRON, GARNET and RUGS.

CROCKERY, GLASS and PLATED WARE, DOUBLE and SINGLE IRON BRISTEADS, IRON COOK BRASS MOUNTED BEDSTEAD and SPRUNG MATTRESS, WARDROBE WITH MIRROR FRONT, SINGLE DRESSING TABLE WITH MIRROR, MIRROR FOR DRESSING TABLE AND MIRROR, WARDROBE WITH MIRRORS, BRASS ROCKING-CHAIR, GLASS BOOK CASE and WRITING DESK.

1 COTTAGE PIANO, 1 COOKING RANGE, 1 JINRICKSHA, 1 AVIARY, PLANTS, &c., &c.

Catalogues will be issued.

TERMS OF SALE.

As customary.

J. M. ARMSTRONG, Auctioneer.

Hongkong, July 22, 1893. 1249

VICTORIA DISPENSARY.

Aerated Waters.

WATER.—The Water used is absolutely pure. Steam Plant of the latest and most powerful type. Supervision.—The whole process of manufacture is under the continuous supervision of a qualified English Chemist.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This discount does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Complaints in regard to the quality of the Steamer Points should be sent to the Company's Office, and addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central, J. S. VAN BUREN, Agent.

Hongkong, July 20, 1893. 1265

VICTORIA DISPENSARY.

Dakin, Cruickshank & Company, Ltd.

Company, Ltd.

THE CHINA MAIL.

Mr. Young Wing, accountant, 169, Praya Went, was charged by Inspector Stanton, before Captain Hastings at the Magistracy to-day, with selling a jar of sambu with out having a licence. The accused was defended by Mr. J. G. Wright (of Mr. V. H. Deacon's office). The case was remanded until Monday; bail, £200.

"FRAGRANT WATERS" MURMURS.

That the acceptance by Chief Justice Fielding Clarke of the Chairmanship of the Retrenchment Commission ought to involve some measure of relief to the Government.

That, in order to fully carry out the instructions of the Secretary of State in this matter, a majority of "Unofficial Members" must be appointed.

That reasons have been given why one or two of the "Official Members" already named should not have a seat, but should appear before the Commission as witnesses only.

That the official conscience must occasionally be somewhat elastic, but it should not be strained to breaking point by being placed in a false position.

That the Hon. E. B. Belloc showed marvellous perspicacity in carrying to a division his motion for a £30,000 Peck Place for the Governor.

That Sir William Robinson, in return for the consideration shown to the Governor's position, ought to pass on the benefit of this proposed Peck to his successor.

That the argument on the score of economy does not seem to be conclusive, and is certainly not accepted by the community.

That even the Governmental party shrank from telegraphing about a house at the Peak, when other vastly more important things were waiting for attention.

That the Governor's expression about his tenure of office—only days yet to talk about it—and his reference to the climatic conditions of Hongkong and its distance from England, smack somewhat of certain remarks made by the Colonial Secretary not very long ago.

That the Governor should look forward to the period of his office here with feelings of "not unmixed satisfaction" is rather puzzling.

That he may have meant he did not look forward to the close of the term with feelings of "unmixed satisfaction"; indeed, that he would be sorry to leave us.

That notwithstanding this negative or open way of putting the matter, I hear that His Excellency is not so much in love with Hongkong as perhaps he ought to be, or as people expected he would be.

That, if correct, this is to be regretted, and may be explained upon other grounds than the insufficiency of Craigleburn for household and other purposes.

That perhaps the keenness of the struggle for more popular representation in the administration of affairs has not suited the pliancy of His Excellency.

That the impecuniosity of the Colony has doubtless exercised some bad influence upon the spirit and temper of the residents.

That it may be Sir William has not succeeded sufficiently well in reaching his ideal of placing Hongkong on a sound financial basis.

That, while cultivating his disposition to let things go along quietly and smoothly, many things do not go along at all, and many fail to go along smoothly.

That it is to be feared the policy of "drift" is not a success, and cannot be looked upon with "unmixed satisfaction."

That I hear a proposal is in the air to get up an entertainment here in aid of the "Victoria" Relief Fund.

That an Al fresco affair has been thought of, but as the weather behaves most erratically of late (as the Gymkhana records will show), such a mode of entertainment would be too risky.

That perhaps this effort to aid in an object so worthy of support had better be made in the City Hall.

That, speaking of weather, an old salt said the other day that even weather indications are altogether different from what they were thirty or forty years ago.

That this must be so, when Dr. Dobereck delivers a lecture to tell shipmasters "how to manage their ships in a typhoon." That, so far as I can learn, the lectures contained nothing new excepting some things which the more experienced skippers present described as nonsense, with a strong qualif.

That I mentioned on a previous occasion that the Observatory people had a good deal to learn from shipmasters.

That at the lecture last night the Doctors' pupils are said to have turned on him, and, becoming teachers, taught him a thing or two.

That it remains to be seen whether the lessons so given will be received in the proper spirit, and duly acted upon.

That, after reading your report of the Sketchy Deputation to the Governor, I naturally asked myself, had the City Hall Committee gone into liquidation and had the present curator set the country?

That many of the "Odd Volumes" were quite innocent of this deputation business, and some of the members of the deputation must have been ignorant of the rights of others in the matter.

That it is about a quarter of a century since the funds were supplied by shareholders to build the City Hall, and that

period, it may be argued, is quite long enough to justify the impression that it belongs to nobody, or to anybody who applies for it.

That the Governor gently reminded the deputation that the Museum did not belong to the "Odd Volumes" or to those present.

That His Excellency, indeed, instead of referring the Deputation to the Refreshment Commission—which may not be done—is to turn just yet—referred the question to the City Hall Committee, or to the Unofficial minority in the Legislative Council.

That the shareholders and their curators will do well to look after their "box of curios" unclassified though it may be, as hungry scientific eyes are upon it.

That the form of evolution proposed by the Deputation has not yet come within the range of practical politics.

That I hear the Governor has declined permission to construct the Low Level Tramway, under advice of the Director of Public Works.

That there is a pretty strong feeling that this is a blunder, and that a good opportunity is lost for the present of capital coming into the Colony, and that a progressive enterprise has been shocked.

That the matter will doubtless be referred Home, and I am very much mistaken if we do not hear more of this scheme later on.

That the refusal to stop the Praya Rehabilitation is more a matter between parties than a strictly public question, and the stoppage might have raised difficulties which could not readily be settled.

That the Assessor's Report for 1892 is an interesting document, and such a report should, I think, be published every year. That it has been suggested to me that it was not published a year or two since, its contents did not quite bear out the official view taken of the situation.

That the Chinese are said to be so disengaged over the collapse of the Hongkong Industrial Exhibition that they threaten to start the show themselves and carry it through.

That they are so thoroughly convinced it is better for the Colony, they are willing to risk a large sum on the result.

That such a turn of events may be embarrassing to the European residents and the Government, unless a coalition be formed.

That the French in Siam have been mispresented by Ruter, according to Admiral Hutton.

That Ruter has not made any correction, and one is left to strike an average between the different accounts of what has taken place.

That the payment of the indemnity demanded by France, and a few questions in Parliament about the autonomy of Siam, will probably close this curious "incident."

BROWNE.

BRITISH MERCANTILE MARINE OFFICERS' ASSOCIATION.

DR. DOBERECK ON TYPHOONS—INTERESTING DISCUSSION.

Last night a lecture was delivered to the members of the Hongkong British Marine Officers' Association by Dr. Dobereck, Director of the Hongkong Observatory. The subject of the lecture was "How to Manage your Ship in a Typhoon." There was a good attendance. Capt. Tillett, President of the Association, occupied the chair.

Dr. Dobereck's lecture was illustrated by his showing diagrams on the black board. The following is an extract from the lecture:—According to the old eight-point rule, was to run with the wind on the starboard beam under as much canvas as your ship could carry, except when on the path right in front and the centre move quicker than the vessel. That should have taken you out of the neighborhood of bad weather, but it did not always do so, and that is to be feared the policy of "drift" is not a success, and cannot be looked upon with "unmixed satisfaction."

That I hear a proposal is in the air to get up an entertainment here in aid of the "Victoria" Relief Fund.

That an Al fresco affair has been thought of, but as the weather behaves most erratically of late (as the Gymkhana records will show), such a mode of entertainment would be too risky.

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That, after reading your report of the Sketchy Deputation to the Governor, I naturally asked myself, had the City Hall Committee gone into liquidation and had the present curator set the country?

That many of the "Odd Volumes" were quite innocent of this deputation business, and some of the members of the deputation must have been ignorant of the rights of others in the matter.

That it is about a quarter of a century since the funds were supplied by shareholders to build the City Hall, and that

your ship to come up to the wind and not be taken shore, or run across the path in front of the centre into the left-hand semi-circle. The incurvature of the wind is less in front of the centre than anywhere else (except in some exceptional cases, when a typhoon is moving against the monsoon). That helps you to cross the path, and you can run with the wind at the starboard quarter, three points from the stern. It may, of course, also happen that you choose to run close-hauled on the starboard tack if the wind shortens your voyage, and if you have reason to think that the centre will not come down on you. The left-hand semi-circle is called the manageable or the navigable semi-circle. Here you are carried more straight into the centre, where the danger is less. In this semi-circle you can run close-hauled with the wind on the starboard tack, but you must haul to the port tack, so as not to be taken aback when the wind backs. You cannot run so long in this as in the other semi-circle, or you may not be able to wear your ship, and when you have to on the wrong tack, it is possible to run great risk of being dismasted, having your vessel thrown to the two ends, when you may have to run over the ends to right her, but you may not go clean overboard.

That His Excellency, indeed, instead of referring the Deputation to the Refreshment Commission—which may not be done—is to turn just yet—referred the question to the City Hall Committee, or to the Unofficial minority in the Legislative Council.

That the shareholders and their curators

were on the starboard tack with the wind from N. to N. E., and they had to allow the steamer to go before the wind with two hawsers cut astern. His reason for putting the hawsers over the stern was that he preferred to have the man breaking over the ship's stern to have it over the bow. He followed the same course on the Tsinling and the Parang.

There was a difference of opinion amongst those present as to the advisability of paying out ropes over the stern because of the danger of fouling the propeller.

Capt. Lawrence ridiculed the suggestion of Dr. Dobereck as taking down tormasts when the approach of a typhoon was evident.

Mr. Figg, First Assistant at the Hongkong Observatory, said that in the case of the Pohkroh the steamer had been run into the wind a little on the starboard tack, and thought that, with a little selection, Dr. Dobereck would be in the majority in instances, he would run dangerously near the

shore among ordinary shipmasters of the present day with regard to their knowledge of the laws of storms, because directly they knew what semi-circles they were in it was very easy to know how to manoeuvre.

With regard to anchoring on a beach he said a seaman in his senses would dream of remaining at anchor on a beach in sheer, let alone a typhoon. His wind would get to sea, and the anchor would break or he had lost his man, and if he could not get up his anchor, he would also it would not dream of getting a second anchor. When he has, with regard to the anchors, if he found out how the wind was going to veer in his hawse, he thought if shipmasters did not know them all by heart it would be very easy to pick them out of the China Pilot.

With regard to Dr. Dobereck's advice to run in the left-hand semi-circle with the wind blow straight into the centre, because the wind blow there, he thought it was not possible to prevent that.

The Chairman—If she had been here to help it would have been safe too.

Mr. Figg—No doubt. Other ships ran in the same typhoon. Perhaps they could not help it.

The Chairman—Then it was just a case of luck.

Several Members—Was it a typhoon?

Another Member—No; it was a strong gale; that was all it was.

Mr. Figg explained that from the information obtained from the Formosa Stations they were able to say that it was certainly a typhoon.

Mr. Spence gave some personal details as to the typhoon in which the *Somali* was disabled.

Before the meeting separated a hasty vote of thanks was accorded to Dr. Dobereck, on the motion of the Chairman; and a vote of thanks was given the Chairman, for presiding, on the motion of Capt. Lawrence.

SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before His Honour Mr. Fielding (Sir), Chief Justice.)

Saturday, July 22.

MURDER.

The trial of Li A Yan for the murder of a little girl in a house at 123 Second Street, on the 5th June, was continued before the Chief Justice and a special jury. The case occupied the whole day. His Lordship concluded his summing up at a quarter to five o'clock.

After retiring for three quarters of an hour, the jury returned to Court, and asked that Dr. Macrae's evidence should be read over to them.

His Lordship read the evidence of Dr. Macrae and Dr. Atkinson, and the jury again retired.

Verdict—Guilty.

Sentence of death passed.

A JURYMAN FINED.

Yesterday when called to take his place in the special jury which is trying the murder case in the Criminal Sessions, Mr. Horatio Frederick Meyrink failed to appear. Later in the day, a summons was issued to him, and he appeared in Court and explained to the Chief Justice that the original notice summoning him to attend the Court had been issued by the court of his district, and that he had been unable to attend because he had been called to a trial at the 21st of July. His Lordship asked if he wished to make an affidavit to that effect, and upon the juror answering in the affirmative further consideration of the matter was put off till this morning. Upon His Lordship taking his seat in Court this morning, Mr. Meyrink lodged his affidavit. His Lordship said he had been informed that when the half of the Court, including his son, had been summoned to the trial of the *Somali*, he had been unable to attend because he had been called to a trial at the 21st of July. 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